

**Department of Transportation  
Project No. 93-200  
Rehabilitation of Bridge No. 04326  
Route 175 (Cedar Street) over Amtrak  
Newington**

**Thursday, July 23, 2015 at 7:00 p.m.  
Room L101, Newington Town Hall  
131 Cedar Street  
Newington, Connecticut**

**Meeting Minutes**

**In Attendance:**

Theodore Nezames	ConnDOT - Bridges
Timothy Fields	ConnDOT – Bridges
Veronica Calin	ConnDOT – Bridges
Robert Ike	ConnDOT – Rights-of-Way
Dean Cerasoli	ConnDOT – Construction
Donald Wurst	CME Associates
Chris Greenlaw	Town Engineer, Town of Newington
Andy Brecher	Economic Development Director, Town of Newington
Gary Byron	State Representative
Public and Individual Stakeholders	

**Presentation:**

Ms. Calin opened the meeting with a brief introduction of The Department of Transportation (Department) and the Consultant Liaison Engineer, CME Associates (CME) personnel. She then stated the role of the Department and the role of CME as liaison engineers and continued with an introduction of the subject project and its goal. Ms. Calin stated that the purpose of this public information meeting is to present the proposed rehabilitation and superstructure replacement measures for the bridge and discuss any questions, comments, or concerns the public or town officials may have.

Mr. Wurst followed with the technical portion of the presentation. He described the bridge's current deficiencies, proposed rehabilitation measures, proposed maintenance and protection of traffic, funds, and project schedule. Mr. Ike followed, stating the process for obtaining access to or ownership of adjacent private property and the applicable State Statutes.

**Comments and Questions:**

1. Will the completed, wider bridge allow the anticipated improvements to the Alumni Road intersection to be built?
  - o Mr. Wurst stated that the completion of this project will put back the current lane configuration with much wider shoulders. However, he stated that the new 62 ft.-wide curb-to-curb width will allow for a future lane arrangement of 4 – 11 ft. through lanes, 1 – 10 ft. dedicated left turn lane in the EB direction and 2 – 4 ft. wide shoulders, which meets current Department standards.

2. A follow-up question asked if a 10 ft. wide left turn lane was prudent with the expectation that there will be a significant number of large trucks turning left onto Alumni Road once the project was complete.
  - Mr. Wurst stated that the left turn lane was planned to be an exclusive left turn lane for the 550 Cedar Street property, if it was developed. It was not planned to be a left turn and through lane connecting to the planned left turn lane at Alumni Road, which is further east. Mr. Fields stated that the Department would revisit the required width of the future left turn lane on the bridge.
3. Will sidewalks be built along the impacted portions of Route 175?
  - Mr. Wurst stated that the rehabilitated bridge would have a sidewalk along the north side like it currently has allowing future sidewalk installation along the corridor. However, this bridge project would not include construction of sidewalks along the bridge approaches.
4. What are the anticipated impacts to adjacent properties?
  - Mr. Wurst stated that the State's ROW was fairly wide on the west side of the bridge and that no impacts were expected to adjacent properties, west of Amtrak. A construction easement will definitely be required for the property at the northeast corner of the bridge (550 Cedar St.) and possibly at the southeast corner (565 Cedar St.). He stated that it is also possible that permanent easement for highway purposes would be required on the 550 Cedar St. property. At this time, no property takes are anticipated.
5. Will there be any impacts to the adjacent wetlands?
  - Mr. Wurst stated that no temporary or permanent impacts to the wetlands are anticipated.
6. It was asked that the construction and MPT staging be clarified.
  - Mr. Wurst reiterated that Stage 1 would include widening the substructure of the bridge and was anticipated to have minimal impacts to the traveling public. Stage 2 would occur over a 55 hour period (Friday evening through Monday morning) during which time traffic would be reduced to 1 lane in each direction and pedestrians could still cross the bridge. Stage 3 would occur during the week days following Stage 2 where 2 lanes of traffic in each direction would be restored and pedestrians could still cross the bridge and little to no construction would be occurring. Stage 4 would occur over a 55 hour period (Friday evening through Monday morning) during which time traffic would again be reduced to 1 lane in each direction and pedestrians could still cross the bridge.
7. Will the new bridge have deck joints which perform better, preventing water to leak onto the components below?
  - Mr. Fields stated that the active leakage on this bridge which has contributed to its significant deterioration was primarily occurring at the longitudinal joints between the box beams. The new superstructure will not have this type of longitudinal joints. Possible leakage through the transverse deck joints (at the ends of the bridge) was much less of a contributing factor.

**Adjournment:**

The recommended plan provides a design which will eliminate the structural deficiencies of the existing bridge and improve the curb-to-curb width on Route 175. Accordingly, the Department intends to seek design approval for the proposed plan. The Department will continue to keep the Town informed of any changes that may occur as the design is being completed and will notify the Town as the project transitions into the construction phase.

The meeting was adjourned at 8:00 p.m.